

Shipping

Steamers.

Steamers.

**DOUGLAS STRAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.

The Co.'s Steamship
FALCON,
Captain FOLLEN will be
dispatched for the above
port **TO-MORROW**, the 2nd March, at
sight.

For freight or Passage, apply to
DOUGLAS LAUREL & Co.,
General Managers,
Hongkong, March 1, 1894.

FOR SINGAPORE, COLOMBO AND
BOMBAY.
The Steamship
"Lynchburg,"
Capt. E. Ashmead, will be
despatched for the above
ports TO-MORROW, the 2nd March, at
noon.
For Freight or Passage, apply to
TATA & CO
Agents,
HONGKONG, MARCH 1, 1894.

Captain G. H. HARTMANN
 will be despatched for the
 above Port on **FRIDAY**, the 2nd March, at
 4 p.m.
 For Freight or Passage, apply to
SIEMSEN & Co.
 Hongkong, February 25, 1894.

 Arrivation Agents,
Capt. J. E. HARRIS, with
passengers and cargo, will be despatched for the
labore Ports on SATURDAY, the 24th
March, at Noon. **FOR HONGKONG.**
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.
Agents,
Hongkong, February 20, 1894.

ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship
Scythian
Capt. T. H. HENDERSON
will be dispatched to the
above Ports on SATURDAY the 3rd
March, at Noon.

This Steamship has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
DIEMSEN & Co.,
21 Lagerstr.

OCEAN STEAMSHIP COMPANY
 FOR LONDON, VIA SUEZ CANAL.

 The Co.'s Steamship
 "Tonika",
 Captain Jones, will
 be despatched as above
 MONDAY, the 5th Proximo.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, February 23, 1894.

SHIRE LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Steamship
Danishlight,
 DAVES, Commander, will
 be despatched for
 above Ports on or about the 10th Proximo,
 instead of as previously advertised.
 For Freight or Passage, apply to
DODWELL, CARHILL & Co.,
 Agents,
 Hongkong, February 8, 1894.

WREACK LINE OF STEAMERS
FOR NEW YORK VIA SUEZ CANAL
The Steamship
Capt. J. C. WILLIAMS
B.N.R. will be dispatched
for the above Port on or about the 24
Proximo.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, February 14, 1894.

FOR HAMBURG AND LONDON.
The Steamship *Spedonia*,
Capt. N. Rogers, will
be despatched for the above
Ports on or about the 25th March.
For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 24, 1884.
Not Responsible for Delays.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Moscovy, Harbours, or Rivers.

AFGHANISTAN, Brit. 4-masted bark, Capt. Jas. Craigie.—David Sassoon, Sons & Co.

ANDREI, British ship, Captain Fiskum.—Jardine, Matheson & Co.

LYZHAIR, Italian bark, Captain J. Colfrang.—D. Moss.

100

Exchange.

| Exchange. | |
|---------------------------------|----------|
| Hongkong, March 1, 1894. | |
| On London— | |
| Bank Wire | 1/11 1/2 |
| On Demand | 1/11 1/2 |
| 80 days' sight | 5/0 1/2 |
| 4 months' sight | 5/0 1/2 |
| Credit | 5/0 1/2 |
| Documentary, 4 months' sight | 5/0 1/2 |
| On Paris— | |
| On Demand | 2.50 |
| Credit, 4 months' sight | 2.50 |
| On Demand | 1.02 1/2 |
| On New York— | |
| On Demand | 45 1/2 |
| Credit, 60 days' sight | 45 1/2 |
| On Bombay— | |
| Wire | 157 1/2 |
| On Demand | 176 1/2 |
| On Calcutta— | |
| Wire | 176 1/2 |
| On Demand | 176 1/2 |
| On Shanghai— | |
| On Demand | 72 1/2 |
| 30 days' sight, private paper | 73 1/2 |
| Long bill, 100 tins (per tin) | 450.00 |
| Sovereigns (Bank's buying rate) | 7 24 |
| Silver (per oz.) | 27 1/2 |

BIRTH.
On the 24th Jan., at 117, Alexandra-road,
South Hampstead, N.W., the wife of D.
JUGURTHA DUNLOP, of a Daughter.

The publication of this issue commences
at 7.00 p.m.

The China Mail.

HONGKONG, THURSDAY, MARCH 7, 1894.

UNDER the heading, 'The Almighty Dollar in London Society, there appeared a long, illustrated article which must have given intense satisfaction to those of the *Budget*'s readers who, as titles generally and who, in particular, point the finger of scorn at the British Aristocracy. The writer of the article is a certain Miss Elizabeth L. Banks who is described as 'an American Lady Journalist.' It is a description to which it would be possible to take some exception. But let it pass. This lady's article is made a special feature of the issue of the *Budget* in which it appeared. It spreads itself over seven columns of the paper and is illustrated with three portraits of the writer. Miss Banks says that while in America there was an aristocracy of money, there was in England an aristocracy of blood who did not take pounds, shillings and pence into consideration. That is her own statement, and it seems on the face of it, a not altogether credible one. Miss Banks, however,

was strongly of opinion that American dollars and cents were 'something of a social factor' in England. So the American Lady Journalist determined to make an experiment, ostensibly to see who was right, and, incidentally with the aid of her social position, advertising herself a little by supplying some sensational 'copy' to the newspapers. Accordingly, she wrote an advertisement, which appeared in the 'Personal columns of a prominent London newspaper'. It was as follows:—
'A young American Lady of means wishes to meet with a Chapaman, Highest Social Position, who will introduce her into the Best English Society. Liberal terms. Address—'Wireless'—calling two days after the hour of an advertising agency—'Wireless'—she found eighty-seven letters in reply to her advertisement. They came from every fashionable neighbourhood in London, and the writers signed their full names and titles. As a matter of fact, a sum-

of titled ladies, evidently in straiter circumstances, offered to civilise Miss Elizabeth L. Banks, by way of adding to a somewhat scanty income. The course it is said that English ladies of title should be reduced to this, but it is not necessary for Miss Elizabeth Banks to undertake her somewhat reputable enterprise in order to make this deplorable fact known. Although nearly every letter she received was marked 'Confidential' or 'Private,' or 'Personal,' Miss Elizabeth L. Banks

gives a number of samples of the communications she received and gleefully comments on their contents. All the letters seem perfectly honest and straightforward at all events, and Elizabeth L. Banks seems to have enjoyed the simplicity of the writers contrasted with what she would perhaps call her own "cuteness." She was the housewife of several of the lady correspondents; still keeping up the pretence with which she had started her campaign. She even met

appointment, a number of un-
nate gentlemen who in their le-
had suggested the possibility
a matrimonial alliance. Of
interview with one of the latter,
says—"I wore my most stylish-looking
costume, various pieces of showy jewelry
and a pair of diamond earrings
thinking to impress my would-be
band with a sense of my wealth
magnificence. At four o'clock I
afternoon my suitor made his
appearance. He was a fine-looking

toocratic man of middle age. His manners were refined and elegant, and he could not help feeling that I was dealing with neither a fool nor a knave, but with a thorough gentleman. He informed me that he was a widower of excellent position but that he was somewhat financially embarrassed, and making investigations afterwards Elizabeth Banks found that this gentleman was exactly what he represented himself to be—a country gentleman of a titled family who was anxious to

What Miss Elizabeth L. proves, if we can believe her denance, is that there are certain ladies in Society who will undertake (for a consideration) to coach American heiresses in the ways of Society and introduce her to Society as respectable. Society taking

E.C. for what she is worth—dollars.
ther she prates—always supposin
121 can believe her—that there are o

| | |
|------------------------|----|
| Do. (Wet bulb) 4 A.M. | 60 |
| Do. Do. 1 P.M. | 61 |
| Do. Do. 4 P.M. | 61 |
| Do. Maximum | 64 |
| Do. Minimum over night | 61 |

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Mar. 7, at daylight.

Pers (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Mar. 24, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... THURSDAY, April 12, at daylight.

THE U. S. Mail Steamship **CHINA** will be registered for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, 7th March, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via the Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 28, 1894. 370

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Edo (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... THURSDAY, Mar. 15, at daylight.

Oceanic (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, April 4, at daylight.

Gauche (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, April 25, at daylight.

THE Steamship **BELGIO** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 15th March, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 6 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 28, 1894. 313

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUKZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 7th March, 1894, at Noon, the Company's S.S. **SAGALLEN**, Commandant CHEVALIER, with MALES, PASSENGERS, STOCLE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the 6th March, 1894. (Passes are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. CHAMPEAUX,
Agent.

Hongkong, February 21, 1894. 363

Intimations.

UP THE YANGTSE,
BY
E. H. PARKER,
with
SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:
The Yangtze Gorges and Rapids in Hu-peh.
The Rapids of the Upper Yangtze.
The 'Vade-mecum' of the Traveller through the Gorges of the Great River.

Special Observations:
A Journey in North Szechuan.
Non-Chuan and the Kung-Yan River.
Up the Kiangling River.
The Great Salt Walls.
North Kwei Chou.
The Wilds of Hu-peh.
Szechuan Plant.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Limited.

JUST PUBLISHED—Price, 50 Cents.

MISSION ETRANGERS:
History of the Churches of India, Burmah, Siam, China, Japan, etc., etc., etc.

TRANSLATED BY
E. H. PARKER, Esq.,
H.E.M.'s Consular Service.

To be had of Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALSH (Ld.), and Mr. W. BREWER; and at the China Mail Office.

RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOULDS, Amoy.

A CURE FOR ASTHMA!!!
GRIMALT'S
Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMALT & CO., Paris. Sold by all Chemists.

GRIMALT'S
Matico Capsules
AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, and Matico Injection, have not the inconvenience of producing Nausea.

GRIMALT & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

Not That Way Now.

People used to take plain cod liver oil for coughs, colds, throat and lung troubles only after other remedies had been tried and found wanting.

Scott's Emulsion

is the modern idea of cod liver oil, the first instead of a final resort, when such ailments appear. The fish-fat taste is removed and the oil itself is partly digested before taken into the stomach.

Scott & Bown, Ltd., London. All Chemists.

Sole Agents for China and Hongkong: MESSRS. A. & W. WATSON & Co., Ltd.

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or Passages will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

Intimations.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is now Ready, and may be had at the Office of THE PRESS, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. BREWER's.

Price, 50 Cents.

NOW ON SALE
INDEX
TO THE
CHINA REVIEW

VOLUMES I TO XII.
1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, 50 Cents.

To be had at the China Mail Office, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

WEDNESDAY, 21st March.
EMPEROR OF JAPAN, Comdr. O. A. LEE, R.N.R.
WEDNESDAY, 11th April.
EMPEROR OF CHINA, Comdr. R. ARTHUR, R.N.R.
WEDNESDAY, 2nd May.
EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATE (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Benham and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
PEDDER STREET.

Hongkong, February 21, 1894. 360

SLAVE LIST—QUOTATIONS.—MARCH 1, 1894.

| Stocks | No. of Shares | Value | Price | Closing Quotations |
|--|---------------|-------|--------|-------------------------------------|
| Hongkong and Shanghai B. & S. Co. | 80,000 | \$125 | all | 94 1/2 prem., buyers |
| New Issue | | | | |
| Bank of China, Japan and Straits | 99,870 | \$2 | 10 1/2 | 1 1/2 nom. al |
| Nat. Bank of China, Limited | 1,200 | \$2 | 10 1/2 | 8 1/2 3/4, sellers |
| MARINE ASSURANCE | | | | |
| Japan Insurance Co., Ltd. | 10,000 | \$25 | 25 | 60 1/2 3/4, sellers |
| Japan Fire Insurance Co., Ltd. | 24,000 | \$53 | 35 | 26 3/4, sales and buyers |
| North-China Insurance Co., Ltd. | 24,000 | \$20 | 20 | 1 1/2 1/2, buyers |
| Straits Insurance Co., Ltd. | 30,000 | \$10 | 10 | 1 1/2 1/2, buyers |
| Japan Insurance Society, Ltd. | 10,000 | \$25 | 25 | \$65, buyers |
| China Fire Insurance Co., Ltd. | 24,000 | \$10 | 10 | \$78, ex div. |
| Longway Fire Insurance Co., Ltd. | 5,000 | \$20 | 20 | 207 1/2, sales and sellers |
| Straits Fire Insurance Co., Ltd. | 24,000 | \$1 | 1 | 2 1/4 |
| DOCK | | | | |
| at Hong & Whampoa Dock Co., Ltd. | 14 | \$120 | all | 78 1/2 prem., buyers |
| China and Siam S. S. Co., Ltd. | 5,000 | \$5 | 5 | \$55, sales and buyers |
| China S. S. Co., Ltd. | 20,000 | \$2 | 2 | \$43, sellers |
| India China S. S. Co., Ltd. | 20,000 | \$1 | 1 | \$7 1/2 3/4, buyers |
| Steam Navigation Company, Limited | 2,000 | \$10 | 10 | \$12, nom. |
| China Mutual S. S. Co. | 2,000 | \$10 | 10 | \$12, nom. |
| Do. (now merged) | 20,000 | \$1 | 1 | \$11, nom. |
| China Sagar Company, Limited | 15,000 | \$10 | 10 | \$180, and 105, sellers |
| Kanzen Sagar Company, Limited | 7,000 | \$10 | 10 | \$95 |
| WHARVES | | | | |
| H. K. & Kow. Wharf & Godown Co., Limited | 20,000 | \$50 | all | \$33, sellers |
| Wanchai Warehouse and Storage Company, Limited | 2,000 | \$100 | 57 | \$40, sellers |
| LAND AND BUILDING | | | | |
| Hongkong Land Investment and Agency Company, Limited | 20,000 | \$1 | 1 | \$52, sales and sellers |
| Kowloon Land and Building Company, Limited | 6,000 | \$5 | 5 | \$8 |
| Humphreys' Estate & Finance Co., Limited | 1,000 | \$1 | 1 | \$18 |
| West Point Building Co., Limited | 12,500 | \$5 | 5 | \$18 |
| H. K. High Level Railway Co., Limited | 1,200 | \$10 | 10 | \$60, sellers |
| Mining | | | | |
| Jelebu Mining & Trading Co., Ltd. | 15,000 | \$5 | 5 | \$8 1/2, sales and sellers |
| Panyon Mining Co., Ltd. | 50,000 | \$4 | 4 | \$4 1/2, sales and buyers |
| Societe Francaise des Charbons | 8,000 | \$50 | 50 | \$75 |
| Nouvelles Houilleres de France | 1,000 | \$50 | 50 | \$83 1/2, \$1, nom. |
| Banq. Aust. Gold Mining Co., Ltd. | 20,000 | \$1 | 1 | \$13 1/2 \$4 1/2, sales |
| Societe Francaise des Houilleres de Touraine | 8,000 | \$50 | 50 | \$100 |
| PLANTING, ETC. | | | | |
| China-Borneo Company, Ltd. | 7,500 | \$1 | 1 | \$1 1/2, buyers |
| M. G. Brown & Co., Limited | 6,000 | \$50 | 50 | \$9, buyers |
| HOTELS, ETC. | | | | |
| Anglin Hotel and Buildings Company, Limited | 4,000 | \$50 | 50 | In Liquidation |
| Hongkong Hotel Company, Ltd. | 6,000 | \$50 | 50 | \$12 |
| A. S. Watson & Co., Limited | 60,000 | \$10 | 10 | \$97, sales and sellers |
| Dakin, Crutchfield & Co., Ltd. | 50,000 | \$5 | 5 | \$14 |
| EXPORTING | | | | |
| H. K. and China Gas Co., Limited | 7,000 | \$2 | 2 | \$115, buyers |
| Hongkong Electric Co., Limited | 30,000 | \$10 | 10 | \$44, sales and sellers |
| BAKER | | | | |
| Green Island Cement Co., Ltd. | 80,000 | \$2 | 2 | \$100, sales |
| Hongkong Brick & Cement Co., Ltd. | 4,000 | \$50 | 50 | \$12 1/2 \$3 |
| AMERICAN | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | 10 | \$4 |
| Geo. Fenwick & Co., Limited | 6,000 | \$50 | 50 | \$20 1/2 |
| Hongkong Hotel Company, Ltd. | 3,000 | \$2 | 2 | \$7, sellers |
| Hongkong Dairy Farm Co., Ltd. | 3,000 | \$2 | 2 | \$7, sellers |
| Hongkong Ice Company, Limited | 5,000 | \$5 | 5 | \$78, sellers |
| Hongkong Rope Manufacturing Co., Ltd. | 5,000 | \$5 | 5 | \$98, sellers |
| FOUNDERS | | | | |
| Chinese Industrial Co., Ltd. | 100,000 | \$10 | 10 | 7 1/2 p. annu. 13 1/2 prem., buyers |
| Hongkong Hotel Company, Ltd. | 400,000 | \$50 | 50 | \$500 |

FOR SALE.

FOR SALE.

FOR SALE.

FOR SALE.

FOR SALE.

FOR SALE.

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For Sale.

FOR SALE.
A COMPLETE REPRINT, in Pamphlet Form, of the Proceedings in the
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REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of

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TS'IN-TSE-MAN,
LITERALLY TRANSLATED AND EXPLAINED
BY
DI. E. J. EITEL.

Price: 15 CENTS PER COPY.
CHINA MAIL OFFICE,
HONGKONG, MAY 17, 1893. 905

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at the Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C. Shipping or midway between each shore are marked Z., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the New Yard.
7. From New Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharf.
11. Jardine's Wharf.

| Vessel's Name. | Country. | Flag and Rig. | Tons. | Date of Arrival. | Ownership or Agents. | Destination. | Remarks. |
|------------------|----------|---------------|-------------|------------------|----------------------|---------------------------|------------------|
| ***** | | | | | | | |
| Active | 8 | Hygon | Dan. str. | 355 | Feb. 28 | Chinese | Holhow, &c. |
| Albert | 8 | Hingon | Nor. str. | 451 | Mar. 1 | Wielor & Co. | To-morrow |
| Arikai Maru | 8 | Hanzen | Japan. str. | 1885 | Feb. 25 | Mitsui Bussan Kaisha | |
| Araratian Aquat. | 8 | Hanzen | Brit. str. | 1392 | Feb. 25 | David Sassoon, Sons & Co. | Spore & Calcutta |
| Bendulst | 8 | Hanzen | Brit. str. | 1287 | Feb. 28 | Gibb, Livingston & Co. | 3rd inst. |
| China | 8 | Ward | Amer. str. | 6288 | Feb. 22 | P. M. S. S. Co. | San Francisco |
| Chong Kong | 8 | Chong Kong | Brit. str. | 504 | Feb. 28 | Douglas Steamship Co. | 8th inst. |
| Chong Kong | 8 | Chong Kong | Brit. str. | 710 | Feb. 28 | Douglas Steamship Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1504 | Mar. 1 | O. M. S. N. Co. | Shanghai |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1434 | Feb. 28 | Jardine, Matheson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 3214 | Feb. 28 | Jardine, Matheson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1821 | Feb. 28 | Jardine, Matheson & Co. | To-day |
| Chong Kong | 8 | Chong Kong | Brit. str. | 783 | Mar. 1 | Douglas Steamship Co. | London &c. |
| Chong Kong | 8 | Chong Kong | Brit. str. | 309 | Feb. 28 | Batavia & Swire | Queens Forie |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1123 | Feb. 28 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 692 | Mar. 1 | P. & O. S. N. Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 862 | Feb. 2 | Yuen Fat Hong | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1709 | Mar. 1 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 194 | Feb. 28 | Ta Tsu & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1040 | Feb. 28 | Yuen Fat Hong | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1238 | Mar. 1 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1883 | Mar. 1 | Dodwell, Carill & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 826 | Feb. 28 | Batterfield & Swire | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 710 | Mar. 1 | Wielor & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 767 | Feb. 28 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 105 | Feb. 28 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1781 | Feb. 26 | Dodwell, Carill & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1549 | Feb. 19 | Hong Sing & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1416 | Mar. 1 | Carlowitz & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 394 | Feb. 26 | Batterfield & Swire | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 24 | Feb. 26 | Chamson & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 1694 | Feb. 27 | P. & O. S. N. Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 674 | Jan. 26 | Edward Schellhaus & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 876 | Feb. 26 | P. & O. S. N. Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 612 | Mar. 1 | Wielor & Co. | To-morrow |
| Chong Kong | 8 | Chong Kong | Brit. str. | 676 | Feb. 20 | Shewan & Co. | To-morrow |